THE WESTERN PACIFIC RAILROAD CO.

EASTERN DIVISION

TIME 37 TABLE

In Effect 12:01 A. M. Pacific Standard Time

MONDAY, FEBRUARY 15, 1943

This Time Table is for the exclusive use and guidance of the employes concerned. The Company reserves the right to vary from it at pleasure.

Always have the Book of Rules of the Transportation Department at hand for reference.

E. W. MASON,
Vice-President and General Manager.

J. P. QUIGLEY,
Superintendent of Transportation.

J. J. DUGGAN,
Superintendent.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.	SECOND CLASS 54 Fast Freight Leave Daily	SECOND CLASS 78 Fast Freight Leave Daily	SECOND CLASS 220 Mixed Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS	FIRST CLASS 40 Exposition Flyer Leave Daily	Distance from San Francisco	Time Table No. 37 February 15, 1943 STATIONS Telegraph Offices and Calls	Distance from Winnemucca	FIRST CLASS 39 Exposition Flyer Arrive Daily	SECOND CLASS 219 Mixed Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	SECOND CLASS 53 Fast Freight Arrive Daily	Car Capacity of Sidings
F.W.T.O. P.Y.B.R.K.	5.45 PM	8.00 AM	2.00 AM	1.15 AM		3.35 AM	321.4	DN PORTOLA Ki	210.9	s 9.25 PM	s 11.50 AM	12.30 PM	9.12 PM	4.25 AM	Yard
P.	6.05	8.20	f 2.20	1.35		3.48	328.1	6.7 D HAWLEY Jc Loyalton Branch Crossing and Connection	204.2	9.12	f 11.32	12.15	8.57	4.05	77
P.	6.15	8.30	f 2.30	1.45		**3.54**	332.4	4.3 HINDOO	199.9	9.06	f 11.22	12.06 PM	8.47	**3.54**	77
P. W.	6.29	8.44	f 2.50	2.00		4.03	339.6	7.2 DN CHILCOOT Ch	192.7	8.57	f 11.11	11.55 AM	8.35	3.39	87
P. Y. R.	6.36	8.51	s 3.00 AM	2.07		4.07	341.7	2.1 D RENO JUNCTION Jn	190.6	8.53	11.05 AM	11.49	8.29	3.33	62
P.	6.46	9.00		2.18		4.13	346.0	4.3 SCOTTS	186.3	8.44		11.35	8.17	3.21	74
P.	6.59	9.13		2.34		4.23	352.5	6.5 RED ROCK	179.8	8.31		11.15	8.00	3.03	74
P. W.	7.10	9.24		**2.49**		4.30	358.3	5.8 OMIRA	174.0	8.20		10.55	7.44	**2.49**	77
P. W. Y.	**7.30**	9.45		3.10		s 4.39	362.9	4.6 DN DOYLE Do	169.4	s 8.11		10.40	**7.30**	2.35	77
P.	**7.55**	**10.05**		3.35		f 4.54	371.8	8.9 D HERLONG Hk	160.5	f **7.55**		**10.05**	6.57	2.05	77
							373.0	1.2 EAST HERLONG Connection Sierra Ord. Depot	159.3						No Siding
P.	8.10	10.20		3.48		5.03	377.6	4.6 CALNEVA, CAL.	154.7	7.45		9.52	6.43	1.50	77
P.	8.23	10.33		4.02		5.11	384.0	6.4 FLANIGAN, NEV.	148.3	7.37		9.40	6.31	1.37	78
I.							384.3	0.3 S. P. Crossing and Connection	148.0						
P.	8.50	11.00		4.25		5.26	393.5	9.2 DN SAND PASS Pa	138.8	7.23		9.20	6.14	1.20	77
P.	8.57	11.07		4.32		5.32	397.4	3.9 BRYANT	134.9	7.17		9.12	6.05	1.10	77
P.	9.12	11.22		4.47		5.42	405.0	7.6 SANO	127.3	7.06		8.55	5.48	12.53	76
W. 4 miles P. west	9.35	11.45		5.10		5.56	416.1	11.1 REYNARD	116.2	6.53		8.34	5.28	12.33	77
P.	9.49	11.59 AM		5.25		6.06	424.0	7.9 BRONTE	108.3	6.44		8.18	5.13	12.18	76
P.	10.02	12.12 PM		5.37		6.14	430.6	6.6 PHIL	101.7	6.36		8.05	5.00	12.05 AM	77
F. W. Y. P.	**10.20** **11.20**	12.30 1.30		**5.55** **6.55**		s **6.30**	438.3	7.7 DN GERLACH Gr	94.0	s 6.25		7.45 **6.55**	4.40 3.45	**11.45** PM **10.45**	Yard
P.	11.30	1.40		7.05		**6.37**	442.8	4.5 ASCALON	89.5	6.11		**6.37**	3.35	10.35	77
P.	11.45 PM	1.56		7.21		6.48	451.5	8.7 TREGO	80.8	6.01		6.20	3.20	10.20	77
P.	12.02 AM	2.14		7.39		7.00	461.5	10.0 CHOLONA	70.8	5.50		6.05	3.04	10.04	77
P.	12.17	2.31		7.56		7.11	470.8	9.3 RONDA	61.5	5.39		5.51	2.48	9.48	77
P.	12.26	**2.42**		8.05		f 7.17	474.7	3.9 DN SULPHUR Ru	57.6	f 5.33		5.44	**2.42**	9.42	77
P.	12.40	2.55		8.18		7.28	479.7	5.0 FLOKA	52.6	5.27		5.35	2.35	9.35	77
P. Y.	1.00	3.15		8.38		7.42	488.1	8.4 ANTELOPE	44.2	5.17		5.20	2.20	9.20	77
W. P.	1.20	3.35		8.58		f 7.57	496.8	8.7 DN JUNGO Jo	35.5	f 4.57		4.45	1.45	8.45	104
P.	1.32	3.47		9.10		8.07	503.4	6.6 VENADO	28.9	4.48		4.32	1.32	8.32	76
P.	1.42	3.56		9.20		8.13	508.3	4.9 GASKELL	24.0	4.43		4.23	1.23	8.23	77
W. P.	2.02	4.12		9.35		8.23	514.2	5.9 PRONTO	18.1	4.34		4.12	1.12	8.12	77
P.	2.15	**4.24**		9.47		8.31	519.4	5.2 RAGLAN	12.9	**4.24**		4.03	1.03	8.03	76
P.	2.30	4.40		9.59		8.39	525.6	6.2 KRUM	6.7	4.16		3.50	12.50	7.50	76
F. W. T. B. R. K. P.	2.45 AM	5.00 PM		10.15 AM		s 8.50 AM	532.3	6.7 DN WINNEMUCCA Wa	0.0	4.05 PM		3.30 AM	12.30 PM	7.30 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	9.00	9.00	1.00	9.00		5.15		Time over Subdivision		5.20	.45	9.00	8.42	8.55	
	23.5	23.5	20.3	23.5		40.1		Average Speed an Hour		39.5	27.1	23.5	24.4	23.7	

No. 40 reduce to fifteen (15) miles an hour passing station, Sulphur and Jungo, stopping when necessary to permit exchange of U.S. mail.

JUNGO: Do not take water unless necessary and then only sufficient to make next water station.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	Salt Lake	
40	Any Station	Receive		Salt Lake

YARD LIMITS:

Portola—West board (M.P. 319.94) 1875 feet west of west switch to No. 10 track. East board (M.P. 323.09) 4105 feet east of east switch to Ice House track.

Doyle—West board (M.P. 361.58) 4283 feet west of west switch to siding. East board (M.P. 364.22) 5561 feet east of east switch to siding.

Gerlach—West board (M.P. 437.03) 3323 feet west of west switch to yard. East board (M.P. 439.45) 3998 feet east of east switch to House track.

Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track.

East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Reno Junction is register station for Nos. 219 and 220 only.

Westward second-class and extra trains need not check register at Reno Jct. for No. 219.

When first class trains meet at Portola or Winnemucca, siding adjacent to main track in front of depot will be used by train taking siding, unless otherwise specified by train order.

Loyalton Branch Crossing M. P. 328.1. Protected by signals which, in normal position, block Loyalton Branch track with gates connected with signals. Trains must approach with caution expecting to find signals at stop and crossing occupied.

Automatic Block Signals govern movement of trains through Tunnel 37.

Home Signal 3402 located 450 feet west of West Portal. Home Signal 3415 located 566 feet east of East Portal. Distant Signal 3419 located 1730 feet east of Home Signal 3415.

Overlap controlling Home Signal 3415 and Distant Signal 3419 indicated by overlap post located 1500 feet west of Home Signal 3402.

Reno Junction: Switch indicators connected with block signals are located at head blocks of west siding switch and west main track switch of crossover. (See Rule 504 C, Figures 1 and 3, and Rule 512.)

S. P. Crossing, (Flanigan) M. P. 384.3, interlocked. Interlocking signals located 550 feet east and west of crossing. Distant signal for eastward movements located 3226 feet west of interlocking signal. Distant signal for westward movements located 2500 feet east of interlocking signal.

Trains finding interlocking signals at "stop" will be governed by Rule 663.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS 78 Western Pacific Fast Freight Leave Daily	574 Southern Pacific Fast Freight Leave Daily	572 Southern Pacific Fast Freight Leave Daily	62 Western Pacific Fast Freight Leave Daily	570 Southern Pacific Fast Freight Leave Daily	54 Western Pacific Fast Freight Leave Daily	576 Southern Pacific Fast Freight Leave Daily	FIRST CLASS 88 Southern Pacific Challenger Leave Daily	28 So. Pacific SanFrancisco Overland Limited Leave Daily	40 Western Pacific Exposition Flyer Leave Daily	102 So. Pacific Streamliner City of SanFrancisco Leave ★ See Note	22 Southern Pacific Pacific Limited Leave Daily	Distance from San Francisco
F.W.T.B. R. K. P.	6.00 PM			**11.30** AM		3.45 AM				9.00 AM			532.3
P. R. K. I.	6.15	5.25 PM	11.55 AM	11.45 AM	5.25 AM	4.00	12.03 AM	10.30 AM	9.25 AM	9.07	2.32 AM	12.20 AM	535.9
P.								10.36	9.31	9.13	2.37	12.27	540.5
P. W.	6.40	5.45	12.20 PM	12.10 PM	5.50	4.25	12.27	10.46	9.41	9.23	2.45	f 12.41	548.7
P.													553.6
P.	7.05	6.10	12.45	12.35	6.10	4.50	12.50	f 11.02	9.56	9.38	2.57	f 12.59	562.0
P.							**1.15**	11.18	10.11	9.53	3.09	**1.15**	575.4
P.								f 11.33	10.26			f 1.31	589.1
P.								11.35	10.28	10.08	3.22	1.34	590.5
P. W.	8.15	7.20	1.50	1.40	7.20	6.00	2.00	11.47	10.40	10.23	3.31	1.46	600.6
P.								11.59 AM	10.51	10.36	3.39	f 2.00	610.0
P. W. F.	8.50	7.55	2.25	2.15	7.55	6.35	2.35	f 12.10 PM	11.01	10.46	3.47	f 2.14	618.6
P.								12.21	11.11	10.57	3.55	2.27	626.9
P.													630.5
P.								f 12.34	11.23	11.09	4.07	f 2.40	635.8
I.		8.50 PM	3.20 PM		8.50 AM		3.35 AM	12.44	11.33			2.51	643.4
P. W.	9.55	Via S.P. Carlin Yard	Via S.P. Carlin Yard	3.15	Via S.P. Carlin Yard	7.40	Via S.P. Carlin Yard	s 12.46 12.56	s 11.35 11.45	11.20	s 4.17 4.20	s 2.53 3.03	644.5
		9.50 PM	4.30 PM		9.50 AM		4.35 AM	12.59	11.48			3.06	646.0
P.								1.06	11.55 AM	11.29	4.28	3.13	650.2
P.								1.14	12.03 PM	11.37	4.35	3.22	656.6
F.W.T.Y.B. R. K. P.	10.45 PM	10.30 PM	5.15 PM	4.05 PM	10.30 AM	8.30 AM	5.15 AM	s 1.25 PM	s 12.14 PM	s 11.50 AM	4.44 AM	s 3.35 AM	665.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★ See Note	Arrive Daily	
	4.45	3.25 .40	3.25 .45	4.35	3.25 .40	4.45	3.32 .40	2.55	2.49	2.50	2.12	3.15	
	28.0	31.5 29.1	31.5 25.9	29.0	31.5 29.1	28.0	30.7 29.1	44.4	46.0	47.0	58.9	39.8	

Time Table No. 37

February 15, 1943

Automatic Block Signals, EASTWARD ONLY, except as noted below.

STATIONS Telegraph Offices and Calls	Distance from Elko	FIRST CLASS 39 Exposition Flyer Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	Car Capacity of Sidings
DN **WINNEMUCCA** Wa	133.1	s 3.55 PM	2.30 AM	**11.30** AM	Yard
3.6					
DN **WESO** S. P. Connection Wo	129.5	3.49 PM	2.20 AM	11.20 AM	50
4.6					
BLISS	124.9				77
8.2					
D GOLCONDA Gd	116.7				110
4.9					
PREBLE S. P. Connection	111.8				No Siding
8.4					
DN RED HOUSE Rh	103.4				110
13.4					
ELLISON	90.0				110
13.7					
DN N. BATTLE MOUNTAIN Nb	76.3				No Siding
1.4					
RENNOX	74.9				76
10.1					
KAMPOS	64.8				120
9.4					
DUNPHY	55.4				76
8.6					
DN **BEOWAWE** S. P. Connection Be	46.8				128
8.3					
CLURO	38.5				110
3.6					
BARTH S. P. Connection	34.9				No Siding
5.3					
PALISADE	29.6				77
7.6					
WEST CARLIN S. P. Connection	22.0				
1.1					
CARLIN C	20.9				76
1.5					
EAST CARLIN S. P. Connection	19.4				
4.2					
TONKA	15.2				83
6.4					
HUNTER	8.8				77
8.8					
DN **ELKO** S. P. Connection Kn Di	0.0				Yard
		Leave Daily	Leave Daily	Leave Daily	
Time over Subdivision ▲		.06	.10	.10	
Average Speed an Hour ▲		36.0	21.6	21.6	

Be governed by current time-table, bulletins and rules of Southern Pacific Company between Elko and Weso.

★No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

YARD LIMITS:

Winnemucca—West board (M.P. 530.02) 4317 feet west of west switch to extension No. 1 track.
East board (M.P. 533.62) 4468 feet east of east switch to Depot siding.

Carlin—West board (M.P. 642.96) 7400 feet west of west switch to siding.
East board (M.P. 647.08) 5760 feet east of east detour switch (East Carlin).

Elko—West board (M.P. 663.60) 4127 feet west of west switch.
East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

SLIDE DETECTOR FENCES

M.P. Location	BLOCK SIGNAL NUMBER Eastward	Westward
628.5	626.2	628.7
634.4	633.0 634.0	635.7 636.9
636.4	634.0 635.2 636.6	636.9
637.0	635.2 636.6	
649.0	647.6 649.0	649.7 651.1

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge	Ogden	Colfax
28	Any Station	Receive		
28	North Battle Mtn.	Discharge		Reno or West
39	Any Station	Discharge		Salt Lake
40	Any Station	Receive	Salt Lake	
88	Any Station	Discharge		Sparks
88	Any Station	Receive	Ogden	

▲Time over subdivision and average speed an hour, for S. P. Fast freights, shown separate from Weso to West Carlin and East Carlin to Elko.

LIMITS, WESTWARD BLOCK SIGNAL CIRCUITS.

Signal 6511 (200 feet east of Tunnel 42) and
6497 (200 feet east of Tunnel 41); control point 507 feet east of M.P. 647 and indicated by sign "Block Limit Signal" located on north side of track.

Signal 6369 (100 feet east of Tunnel 40) and
6357 (500 feet east of Tunnel 39); control point 2375 feet east of M.P. 632 and indicated by sign "Block Limit Signal" located on north side of track.

Signal 6287 (200 feet east of Tunnel 38); control point 3750 feet east of M.P. 625 and indicated by sign "Block Limit Signal" located on north side of track.

Train-order hoop holder for delivery of clearances and train orders to trains, in front of Telegraph office, Weso.

THIRD SUBDIVISION

Eastward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock, Interlocking Plant	SECOND CLASS 574 Southern Pacific Fast Freight Leave Daily	572 Southern Pacific Fast Freight Leave Daily	62 Western Pacific Fast Freight Leave Daily	570 Southern Pacific Fast Freight Leave Daily	54 Western Pacific Fast Freight Leave Daily	576 Southern Pacific Fast Freight Leave Daily	78 Western Pacific Fast Freight Leave Daily	FIRST CLASS 88 Southern Pacific Challenger Leave Daily	28 So. Pacific San Francisco Overland Limited Leave Daily	40 Western Pacific Exposition Flyer Leave Daily	102 So. Pacific Streamliner City of San Francisco Leave ★ See Note	22 Southern Pacific Pacific Limited Leave Daily	Distance from San Francisco	Time Table No. 37 February 15, 1943 STATIONS Telegraph Offices and Calls	Distance from Wendover	FIRST CLASS 39 Exposition Flyer Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	61 Fast Freight Arrive Daily	Car Capacity of Sidings
F. W. T. Y. B. R. K. P.	10.30 PM	5.15 PM	5.05 PM	10.30 AM	9.30 AM	5.15 AM	12.01 AM	1.28 PM	12.17 PM	12.01 PM	4.44 AM	3.40 AM	665.4	DN ELKO Kn Di	140.9				Yard
P.								1.42	12.30	12.14	4.53	3.55	673.3	7.9 PARDO	133.0				110
P. W.								1.55	12.43	12.27	5.05	4.09	683.3	10.0 ELBURZ S. P. Connection (MP-684.3)	123.0				110
P.								2.01	12.48	12.32	5.09	f 4.15	688.1	4.8 HALLECK	118.2				76
P. W.	11.40 PM	6.20	6.05	11.40 AM	10.30	6.25	1.01	2.16	1.02	12.45	5.19	f 4.30	699.5	11.4 D DEETH DW	106.8				122
													701.0	1.5 S. P. CONNECTION	105.3				
P.								2.28	1.14	12.58	5.28	4.43	708.6	7.6 TULASCO	97.7				84
P. R. I.	12.15 AM	6.55 PM	6.35	12.15 PM	11.00	7.00 AM	1.30	2.35 PM	1.20 PM	1.04	5.33 AM	4.50 AM	713.6	5.0 DN ALAZON A S. P. Connection	92.7	12.10 PM		5.00 AM	8.00 PM	
F. W. P.			6.55		11.18		1.50			s 1.12			717.2	3.6 DN WELLS Ws U. P. Connection	89.1	f 12.03 PM		4.50	7.50	134
P.			7.15		11.36		2.10			1.22			723.5	6.3 BOAZ	82.8	11.55 AM		4.25	7.36	80
P.			**7.27**		**11.49**		2.20			1.27			728.2	4.7 RUBY	78.1	**11.49**		4.15	**7.27**	106
P.			7.37		11.59 AM		2.31			1.33			733.4	5.2 TOBAR	72.9	11.42		4.06	7.16	76
P. W.			7.47		12.09 PM		2.42			1.39			738.6	5.2 VENTOSA	67.7	11.35		3.56	7.05	76
P. Y.			8.00		12.25		3.00			1.49			747.1	8.5 2s SONAR NR	59.2	11.23		3.41	6.47	83
P.			8.25		12.45		**3.30**			2.01			752.7	5.6 HOGAN	53.6	11.16		**3.30**	6.35	80
P.			8.45		1.05		3.50			2.13			761.3	8.6 LUKE	45.0	11.00		3.05	6.10	78
F. W. P. Y.			9.15		1.30		4.15			s 2.23			765.9	4.6 DN SHAFTER Fa N. N. Crossing and Connection	40.4	s 10.53		2.50	5.50	220
P			9.40		1.54		4.40			2.37			772.1	6.2 SILVER ZONE	34.2	10.40		2.25	5.25	77
			10.02		2.16		5.02			2.51			780.8	8.7 OLIFSIDE	25.5	10.21		1.55	4.55	87
P. W.			10.08		2.23		5.09			2.55			783.3	2.5 PROCTOR	23.0	10.16		1.47	4.47	44
P.			10.22		2.36		5.22			3.03			788.6	5.3 DN PILOT NA	17.7	10.05		1.29	4.29	86
P.			10.42		2.56		5.40			3.16			799.0	10.4 OLA	7.3	9.45		12.55	3.55	76
F. W. T. Y. B. R. K. P.			11.00 PM		3.15 PM		5.55 AM			s 3.30 PM			806.3	7.3 DN WENDOVER Wn	0.0	9.25 AM		12.30 AM	3.30 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive ★ See Note	Arrive Daily				Leave Daily		Leave Daily	Leave Daily	
	1.45	1.40	5.55	1.45	5.45	1.45	5.54	1.07	1.03	3.29	.49	1.10		Time over Subdivision		2.45		4.30	4.30	
	27.6	28.9	23.8	27.6	24.5	27.6	23.9	43.2	45.9	40.4	59.0	41.3		Average Speed an Hour		33.7		20.6	20.6	

Automatic Block Signals, Eastward Only.

Be governed by current time-table, bulletins and rules of Southern Pacific Company between Alazon and Elko.

Westward

★No. 102 leave and arrive on 3rd, 6th, 9th, 12th, 15th, 18th, 21st, 24th, 27th and 30th of each month.

YARD LIMITS:

Elko—West board (M.P. 663.60) 4127 feet west of west switch.
East board (M.P. 666.76) 3527 feet east of east switch to Old Main track.

Wells—West board (M.P. 716.30) 4120 feet west of west switch to siding.
East board (M.P. 719.16) 4319 feet east of east switch to siding.

Shafter—West board (M.P. 764.96) 4253 feet west of N. N. Ry. crossing.
East board (M.P. 767.72) 4319 feet east of east switch to siding.

Wendover—West board (M.P. 805.29) 3580 feet west of west switch to South siding.
East board (M.P. 808.21) 4177 feet east of east switch.

SHAFTER—Eastward engines take full tank water.
Nevada Northern main track, north of connection switch with Western Pacific, must not be used by Western Pacific engines.

PROCTOR—Do not take water unless necessary and then only sufficient to make next water station.

For special instructions applying to joint tracks between Weso and Alazon, see page 7.

SLIDE DETECTOR FENCES

M.P. Location	BLOCK SIGNAL NUMBER Eastward	Westward
677.2	675.4 677.2	None

Automatic Block Signals govern movement of trains through Tunnel 43.

Home Signal 7536, located 1875 feet west of West Portal. Home Signal 7555, located 2065 feet east of East Portal. No distant Signals.

Overlap controlling Home Signal 7555 indicated by overlap post, located 2000 feet west of Home Signal 7536. (See Rule 516.)

Train-order hoop holder for delivery of clearances and train orders to trains, between main tracks in front of Telegraph office, Alazon.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Discharge	Ogden	Colfax
28	Any Station	Receive		Salt Lake
39	Any Station	Discharge	Salt Lake	
40	Any Station	Receive		Sparks
88	Any Station	Discharge	Ogden	
88	Any Station	Receive		

No. 40 reduce to ten (10) miles an hour passing station, Hogan and Shafter, stopping when necessary to permit exchange of U. S. Mail.

WENDOVER—Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

Spring Switch, west end South siding. Approach lighting signal circuit extends 1850 feet west of switch and light signal can be seen from fireman's side of eastward engine for distance of 1800 feet.

Eastward trains and engines, including switch movements, will be governed by light signal indication of approach lighting signals on short mast at switch, and must approach circuit under control until light signal indication can be seen, and if displaying green light they may proceed. If signal is displaying red light, must stop short of switch, after which trainman must examine switch for cocked or open switch point. If switch point can be closed for movement on main track, train may proceed. If no light displayed at light signal it must be regarded same as though red light displayed and same procedure followed. When stopped at switch by red light or account no light displayed, conductor will wire Chief Train Dispatcher and Signal Supervisor, Elko.

Opening of center blow-off cocks in signal circuit positively prohibited and injectors must not be put on in circuit if possible to avoid.

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Station Order Signal, Interlocking Plant.	SECOND CLASS 54 Fast Freight Leave Daily	SECOND CLASS 78 Fast Freight Leave Daily	SECOND CLASS 62 Fast Freight Leave Daily	FIRST CLASS 40 Exposition Flyer Leave Daily	Distance from San Francisco	Time Table No. 37 February 15, 1943 STATIONS Telegraph Offices and Calls	Distance from Salt Lake-Roper Yd.	FIRST CLASS 39 Exposition Flyer Arrive Daily	SECOND CLASS 53 Fast Freight Arrive Daily	SECOND CLASS 61 Fast Freight Arrive Daily	SECOND CLASS 77 Fast Freight Arrive Daily	Car Capacity of Sidings
F. W. Y.B.R.K.P.	4.25 PM	6.50 AM	12.01 AM	3.40 PM	806.3	DN **WENDOVER** Wn	124.1	s 9.15 AM	6.30 AM	2.30 PM	11.30 PM	Yard
						8.9						
P.	4.45	7.10	12.20	3.52	815.2	N **SALDURO** Sa	115.2	9.00	6.15	2.15	11.15	74
						10.0						
P.	5.00	7.25	12.35	4.04	825.2	**ARINOSA**	105.2	8.48	6.00	2.00	11.00	79
						10.0						
P.	5.15	7.40	12.50	4.16	835.2	**BARRO**	95.2	8.36	5.45	1.45	10.45	76
						10.1						
P. W.	5.30	7.55	1.05	4.28	845.3	DN **KNOLLS** Ks	85.1	8.24	5.30	1.30	10.30	103
						9.1						
P.	5.45	**8.14**	1.20	4.39	854.4	**OLIVE**	76.0	**8.14**	5.15	1.15	10.15	76
						11.7						
P. Y.	6.25	8.54	2.00	4.59	866.1	**LOW**	64.3	8.01	4.55	12.55	9.55	90
						12.3						
P.F.W.	7.05	9.34	2.40	s 5.19	878.4	DN **DELLE** De	52.0	f 7.37	4.10	12.10 PM	9.10	190
						7.3						
P.	7.22	9.53	2.57	5.30	885.7	**TIMPIE**	44.7	7.26	3.39	11.39 AM	8.39	76
						7.2						
P.					892.9	**ELLERBECK**	37.5					
						3.8						
P.W.Y.	7.40	10.12	**3.19**	5.43	896.7	D **BURMESTER** Bx	33.7	7.14	**3.19**	11.19	8.19	77
						5.7						
P.	7.49	10.23	3.32	5.49	902.4	**SPRAY**	28.0	7.08	3.09	11.09	8.09	41
						5.4						
P.	**8.01**	10.34	3.43	5.55	907.8	**LAGO**	22.6	7.02	3.01	11.01	**8.01**	81
						4.3						
P. I.					912.1	**B & G** Crossing and Transfer	18.3					25
						1.0						
P.	8.15	**10.49**	3.57	6.02	913.1	DN **GARFIELD** U. P. Connection GF	17.3	6.55	2.49	**10.49**	7.49	77
						5.4						
					918.5	**RITER** U.P. Connection	11.9					No Siding
						2.3						
P.	8.32	11.05	4.12	6.11	920.8	**FOX**	9.6	6.46	2.36	10.36	7.36	77
						3.5						
	8.38	11.11	4.19	6.16	924.3	**BUENA VISTA**	6.1	6.41	2.30	10.30	7.30	55
						2.0						
					926.3	U. P. Crossing	4.1					
						0.4						
					926.7	U. P. Crossing	3.7					
						0.5						
	8.55	11.25	4.35		927.2	**POLLARD JCT.**	3.2	6.32	2.20	10.20	7.20	
						0.1						
					927.3	D. & R. G. W. Crossing	3.1					
						0.7						
F.W.T.O. Y.B.R.K.P.				s 6.30 PM	928.0	DN **SALT LAKE** Union Station Un	2.4	6.30 AM				Yard
						2.4						
W.O.Y.B.R. K.P.	9.15 PM	11.45 AM	4.55 AM		930.4	DN **SALT LAKE** Roper Yard Fy	0.0		2.00 AM	10.00 AM	7.00 PM	Yard
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
	4.50	4.55	4.54	2.50		Time over Subdivision		2.45	4.30	4.30	4.30	
	25.7	25.2	25.3	43.0		Average Speed an Hour		44.2	27.6	27.6	27.6	

No. 39 reduce speed passing station Delle to permit discharge of U. S. Mail.

YARD LIMITS:

Wendover—West board (M.P. 805.29) 3580 feet west of west switch to South siding. East board (M.P. 808.21) 4177 feet east of east switch.

Delle—West board (M.P. 876.34) 4240 feet west of west switch to South siding. East board (M.P. 879.41) 4290 feet east of east switch to North siding.

Burmester—West board (M.P. 895.28) 4245 feet west of west switch to North siding. East board (M.P. 898.55) 4283 feet east of east switch to South siding.

Salt Lake—West board (M. P. 926.06) 1000 feet west of U. P. crossing, M. P. 926.3.

Ordinarily engine helping train on either side of Low Hill will be given running orders from point at which helper engine is to be detached. When it becomes necessary to detach helper engine from train before reaching point indicated in train order, crew of train which is being helped must protect movement and must stop at meeting point and notify opposing train or trains that helper engine is following.

WENDOVER—Siding in front of depot will be used for meeting first class trains unless otherwise specified by train order.

KNOLLS—Crossover switch (first switch west of water standpipe) is designated as east switch to siding.

DELLE—Westward engines, except regular No. 39's engine, take full tank water. No. 39's engine will take water when necessary.

BURMESTER—Siding is track south of main track east of depot.

B. & G. CROSSING (B. & G. Transfer) M.P. 912.1, Semi-automatic interlocked.

Home signals 566 feet east and 645 west of crossing, two-position color-light type, approach lighted. Normal position "stop".

Distant signals, semaphore type, 3800 feet east and 3816 feet west of home signals. Normal position "caution". (See Rule 602-B.)

Approach circuits start 3000 feet east and 2984 feet west of distant signals. Approach lighting circuits for home signals start at distant signals.

All signals governing route will clear for train when entering approach circuits providing interlocker limits not occupied.

Signal No. 4 (dwarf) and switch indicator installed on east end transfer track to govern movement from transfer track to Western Pacific main track. Eastward trains setting out or picking up from transfer track must stop west of, or clear of eastward home signal.

Trains finding interlocking signals at "stop" will be governed by Rule 663.

GARFIELD—Westward trains holding main track to meet eastward trains will hold back or stop east of overlap post, located 516 feet west of Union Pacific Connection switch, until eastward train has passed home signal at B. & G. Crossing.

U. P. CROSSING—M. P. 926.3, Interlocked.

Home signals 300 feet east and west of crossing two-position color-light type, approach lighted—indications, red "stop" and yellow "proceed with caution." Normal position red.

Fixed distant signals, semaphore type, 2020 feet west and 1750 feet east of home signals.

Approach lighting circuits start at distant signals. If no train or engine within interlocking limits, yellow indication will show in home signal after engine passes distant signal.

When home signal indicates "stop", and no train movement is evident on intersecting track, trainman will proceed to crossing and operate time release marked "WP" in iron box marked "Release" at crossing (Instructions in box). If signal does not change to "proceed with caution" after two minutes, be governed by Rule 663.

If a train or engine is standing between home signals on intersecting track, thorough understanding must be had with its crew before proceeding.

SALT LAKE:

Eastward and westward freight trains will enter and leave D. & R. G. W. freight main tracks at 1st South Street through connection at Pollard Jct. Eastward trains will enter right-hand track at a point about 150 feet east of 1st South Street, which point is designated by sign as end of double track and at this point westward trains will leave double track. There are three switches at west end of double track and normal position of these switches is lined for eastward Western Pacific trains. Westward trains must line up these switches in accord with their normal position for eastward main track. Trains operating against current of traffic on either of the two main tracks must do so under flag protection. Eastward trains approaching 21st South Street will sound four medium blasts of engine whistle for purpose of calling Yardmaster's attention to approaching train so arrangements can be made to head train into clear track.

Time specified in time-table or train order at Pollard Jct. for second-class and extra trains will apply at west end of D. & R. G. W. double freight main tracks. A first-class westward train which does not reach Pollard Jct., Salt Lake, within 15 minutes from its leaving time, as registered at Union Station, Salt Lake, must run expecting to find a train moving ahead, Pollard Jct. to Delle.

When operating in joint yard territory east of east curb of Jeremy St., Western Pacific crews will obey instructions of terminal officers, including D. & R. G. W. officers having supervision over the terminal and, in addition to Western Pacific rules, will be governed by D. & R. G. W. Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs. Within yard limits, the main track may be used clearing first-class trains as prescribed by the rules.

"Second and inferior class trains, extra trains, yard engines and light engines must move within yard limits prepared to stop unless the track is seen or known to be clear. In case of collision, responsibility rests with the approaching train or engine."

Salt Lake Union Depot Co. trackage between 1st South and 8th South Streets, D. & R. G. W. Rule 93 is modified as follows:

"First-class trains must move between 1st South and 8th South Streets in Salt Lake Union Depot Company's yard, Salt Lake City, at reduced speed prepared to stop short of a train, engine, car, misplaced switch or other obstruction. Yard crews and others occupying these tracks must make way for first-class trains without unnecessarily delaying them."

Cupolas of Cabooses 605 series will not clear train shed roof, Union Depot, Salt Lake.

Interlocking Plant, 9th South Street, crossing D. & R. G. W. double freight main tracks and Union Pacific main track; semaphore type signals; Western Pacific crews be governed by Western Pacific Rules. City Ordinance restricts speed all trains between 8th North and 9th South streets to 12 miles an hour.

Whistle and bell must be restricted to minimum use prescribed by rule or law, except in emergencies.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE REVENUE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
39	Any Station	Discharge	East of Salt Lake	East of Salt Lake
40	Any Station	Receive		

FIRST SUBDIVISION "A"

Eastward — **LOYALTON BRANCH** — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	SECOND CLASS 416 Mixed — Lv. Monday, Wed., Friday	Distance from Clover Valley Jct	Time Table No. 37 February 15, 1943 — STATIONS Telegraph Offices and Calls	Distance from Loyalton	SECOND CLASS 415 Mixed — Ar. Monday, Wed., Friday	Car Capacity of Sidings
		0.0	**CLOVER VALLEY JCT.**	12.7		
			0.9			
P. R.	2.40 PM	0.9	D **HAWLEY** Jc (W. P. Crossing and Connections)	11.8	s 5.50 PM	74
			11.8			
P. Y. R. W.	s 3.30 PM	12.7	D **LOYALTON** Yn	0.0	5.00 PM	55
	Ar. Monday, Wed., Friday				Lv. Monday, Wed., Friday	
	0.50		Time over Subdivision		0.50	
	14.1		Average Speed an Hour		14.1	

No. 416 is superior to No. 415.

YARD LIMITS: Loyalton—West board (M.P. 11.28) 2640 feet west of west siding switch.

Engines must not enter Standard Oil spur nor any of the tracks leading off Clover Valley Lumber Company main track, which is track connecting W. P. main track with Clover Valley Lumber Company lumber-yard tracks, Loyalton.

FIRST SUBDIVISION "B"

Eastward — **RENO BRANCH** — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock	SECOND CLASS 220 Mixed — Leave Daily	Distance from Reno Junction	Time Table No. 37 February 15, 1943 — STATIONS Telegraph Offices and Calls	Distance from Reno	SECOND CLASS 219 Mixed — Arrive Daily	Car Capacity of Sidings
Y. R. P.	3.05 AM	0.0	N **RENO JUNCTION** Jn	33.1	s 11.00 AM	60
			3.6			
	f 3.17	3.6	PLUMAS	29.5	f 10.47	Spur 1W 10
			6.5			
	f 3.38	10.1	PEAVINE	23.0	f 10.26	12
			6.1			
	f 3.57	16.2	COPPERFIELD	16.9	f 10.07	15
			2.6			
W.	f 4.05	18.8	ANDERSON	14.3	f 10.00	25
			2.5			
	f	21.3	D MARTIN Gi (Lemmon Valley Air Base)	11.8	f	Spur 1E 30
			2.1			
	f	23.4	PANTHER	9.7	f	Spur 1E 10
			9.7			
F. W. O. T. B. R. K.	s 5.05 AM	33.1	D **RENO** Rd	0.0	9.00 AM	100
	Arrive Daily				Leave Daily	
	2.00		Time over Subdivision		2.00	
	16.6		Average Speed an Hour		16.6	

No. 220 is superior to No. 219.

YARD LIMITS:

Reno Junction—East board (M. P. 0.83) 3000 feet east of wye switch.

Reno—West board (M. P. 32.5) 1042 feet west of University spur switch.

Street crossings east and west of Nevada Transportation Company warehouse, Reno, must be flagged and caution used in movement over streets.

Caution must be used in approaching East 6th Street, Reno.

Wig-wag Signals, 4th St. Reno—Engines or cars must stop clear of outer edge of sidewalks on either side of 4th Street, before entering or occupying crossings from either direction at either crossing, except when moving westward from S. P. Transfer on East Street. This to provide 20 second elapsed time between times engines or cars enter signal circuits and actually enter street intersections, as required by Nevada State Law.

Whenever necessary to spot engines or cars within 100 feet west of west 4th Street sidewalk on S. P. Interchange (East Street) track, movement must first be made eastward on track to a point not less than 25 feet beyond east sidewalk of 4th Street; thence return westward and spot at point desired anywhere within 100 foot limit mentioned above. With this exception, cars or engines must not be spotted within signal circuit limits.

FOURTH SUBDIVISION "A"

Eastward — **ELLERBECK BRANCH** — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.		Distance from Ellerbeck	Time Table No. 37 February 15, 1943 — STATIONS Telegraph Offices and Calls	Distance from Dolomite		Car Capacity of Sidings
P.		0.0	**ELLERBECK**	4.7		
			2.7			
Y		2.7	WYE	2.0		
			1.0			
		3.7	FLUX	3.0		8
			1.0			
		4.7	**DOLOMITE**	0.0		3 Car Spur 1 E

East switch east leg of wye must be left lined for straight track to Dolomite as derail.

FOURTH SUBDIVISION "B"

Eastward — **TOOELE BRANCH** — Westward

Fuel, Water, Fone, Table, Scale, Wye, Bulletin, Register Station, Standard Clock.		Distance from Burmester	Time Table No. 37 February 15, 1943 — STATIONS Telegraph Offices and Calls	Distance from Warner		Car Capacity of Sidings
P. W. Y.		0.0	D **BURMESTER** Bx	15.5		125
			7.0			
		7.0	MARSHALL	8.5		22
			6.5			
		13.5	Connection Toole Ordnance Depot	2.0		Spur 1W 25
			2.0			
W. Y. R.		15.5	**WARNER**	0.0		77

YARD LIMITS:

Burmester—West board (M. P. 895.28) 4245 feet west of west switch to North siding.
East board (M. P. 898.55) 4283 feet east of east switch to South siding.

SPURS AND COMMERCIAL TRACKS

STATIONS	Distance from San Francisco	How Connected	Car Capacity
DELLEKER (Portola yard)	320.0	1 E	150
DOYLE PIT (Doyle yard)	364.15	1 W	48
FLANIGAN PIT	387.4	1 W	94
SMOKE CREEK Phone, Water	412.6	1 W	15
KNIGHT	570.1	1 E	6
RUSSELL	582.5	1 E	6
JENKINS	592.1	1 E	12
LUKE PIT	759.8	1 E	49
DYKE PIT	794.2	1 E	35
SILSBEE	811.6	1 W	50
ARAGONITE	861.5	1 E	5
TIMPIE QUARRY	886.7	1 E	49
U. P. CONNECTION (Garfield)	913.6	1 E	14
SALTUS	915.0	1 E 1 W	3
TERMINAL	922.1	1 W	20

MISCELLANEOUS

DOUBLEHEADING:

First Subdivision —Engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class) must not be doubleheaded between Portola and Doyle.

Second Subdivision—Two Mallet engines (SP or WP) or two S. P. engines heavier than S. P. Class F-3, 4 and 5, must not be doubleheaded between Weso and Elko, except that two S. P. "GS" type engines may be doubleheaded between Carlin and Elko.

Third Subdivision —Two Mallet engines (SP or WP) or two W. P. engines heavier than one Mallet (M-100 Class) and one Consolidation (C-43 Class), or two S. P. engines heavier than "GS" type must not be doubleheaded between Elko and S. P. Connection (M. P. 701).

When two Mallet or two engines heavier than those specified above are handling trains (or being towed) in above territories, they must be separated by five (5) cars.

Delleker: Narrow gauge crossing over main spur, old dock, new planer and No 3 tracks, Feather River Mill, must be opened before track is used. Switch crews using log pond track, must not attempt handle excessive number of loads on grade beyond slab loading spur, and not exceed eight (8) miles an hour around sharp curve to right, north of highway crossing and on the next curve to left. Look out for close clearance all tracks.

SPECIAL INSTRUCTIONS

RULE 10 (J). Yellow round slow boards with black figures indicate speed restrictions applying to Diesel-powered streamlined train "City of San Francisco."

Speed indicated by white oval slow boards applies to Diesel-powered streamlined train "City of San Francisco" unless yellow round slow board authorizing a higher speed is displayed on same post below the white oval slow board.

RULE 11 (A). Modified to extent that outside block signal territory during dry season fusees may be dropped between rails of track to avoid danger of starting fires. If train stops over a lighted fusee the fusee must be removed from under train at once.

Fusees placed by hand must be placed outside end of ties in ballast slope or on top of sub-grade where will not start fires.

RULES S-17 and 99. Figures indicating "Car Capacity of Sidings" are number of cars, based on an average allowance of 48 feet per car, that tracks will hold between clearance points, not including engines and cabooses. Due to increased number of 50 foot and longer cars being handled, trains with a considerable number of such cars may find sidings inadequate between clearance points. In such cases Conductors and Engineers will take necessary precaution for protection.

RULE S-72. Westward trains are superior to eastward trains of the same class except as noted on Page 6.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are locked after clearing main track for Diesel-powered streamlined train "City of San Francisco."

RULE 509: A block signal with a triangular number plate is actuated by some special protective device.

Block signals designated on pages 3 and 4 are so equipped and include in their circuit protective device known as "slide detector fence."

When these signals indicate "stop," such additional inspection as necessary to insure safety of proceeding must be made of slide detector fences and track in their vicinity. Where circumstances require, train must be preceded by flagman.

RULE 824. Between Weso and Alazon when roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on or alongside main track, or on track immediately adjacent to main track, boom or other parts of machine must not be operated to foul adjacent main track without proper flag protection. Such equipment must be at rest and clear of adjacent main track when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

RULE 838. Helper engine may be used behind caboose in Nevada and Utah, and behind a 605 series caboose in California. When so used, air must be cut through between caboose and helper and train stopped when over summit to detach helper. Helper engines must not be used behind other than 605 series cabooses in California.

RULE 927. TRAIN INSPECTION—When not restricted otherwise, conditions being favorable and in judgment of Conductor it is safe, freight trains may run from one water stop to next water stop for inspection, except as follows:

First Subdivision: All trains must be inspected at Gerlach. Eastward freight trains that do not inspect or take water at Doyle and which have not been inspected between Chilcoot and Smoke Creek must take water and inspect at Smoke Creek; that do not inspect or take water at Jungo and which have not been inspected between Sulphur and Pronto must take water and inspect at Pronto.

Westward freight trains that do not take water or inspect and which have not been inspected between Winnemucca and Antelope, must stop at Antelope for inspection; that do not take water or inspect at Smoke Creek and which have not been inspected between Gerlach and Doyle must stop for inspection at Doyle. However, helper trains stopping to add helper engine at Jungo or Sulphur will, ordinarily, make standing inspection at those points and in that case, additional stops for sole purpose of making standing inspection will not be necessary. If time required to complete standing train inspection at Jungo and Sulphur, after helper engine is added, would prevent train from making next siding for opposing trains, inspection need not be made at those points, but will be made as outlined in preceding paragraphs.

Third Subdivision: Eastward freight trains that have not been inspected between Deeth and Shafter must stop at Shafter for inspection. All eastward freight trains must stop at some point between Silver Zone and Wendover for inspection, or rolling inspection may be made if, in judgment of Conductor and Engineer, it is safe to do so.

All Subdivisions: Freight trains handled with diesel power will not run to exceed 75 miles without making train inspection.

Above instructions will not conflict with provisions of Rule 928.

Westward freight trains must come to a stop at Alazon and, after complying with Rule 1165, make rolling inspection.

RULE 1155. At terminals where brake pipe has not been separated on passenger trains, terminal air brake test need not be made.

RULE 1156. Rear end plug test need not be made after detaching helper engine used behind caboose.

Rear end plug test must be made on eastward Southern Pacific trains at Elko when continuity of brake pipe has been changed.

When doubleheading and lead engine is to be detached from train, air must be set by lead engine and stop made before being detached, then train engine must fully release air brakes and regain full working pressure before proceeding.

When air connections have not been disturbed back of engine next to train, it will not be necessary to make rear end plug test.

USE OF JOINT TRACKS BETWEEN WESO AND ALAZON, INCLUSIVE

(A) Between Weso and Alazon, tracks of Southern Pacific Company and Western Pacific Railroad will be used jointly. All eastward trains of both companies will use Western Pacific track, and all westward trains of both companies will use Southern Pacific track, unless otherwise instructed by train-order, except as provided in Rules S and X hereof. Each railroad will be operated under single track rules.

(B) When a block signal indicates "stop", eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to double track, except, when train movements are authorized under Item (C) eastward trains on Western Pacific and westward trains on Southern Pacific will be governed by signal rules applicable to single track, within the territory in which such movements are authorized.

Where eastward signals on Southern Pacific and westward signals on Western Pacific are maintained, trains stopped by such signals will be governed by signal rules applicable to single track.

(C) Dispatchers will use following forms to authorize movement of eastward extras on Southern Pacific track, and westward extras on Western Pacific track; or to create work extras on either track:

Example 1. "Eng._____run extra on_____Pacific track_____to_____." This form of order must be given to all opposing trains on that track.

Example 2. "Eng._____works extra on_____Pacific track_____M until _____M between_____ and _____." This form of order must be given to eastward trains on Western Pacific track if order applies to Western Pacific track; and to westward trains on Southern Pacific track if order applies to Southern Pacific track; before they enter the territory covered.

(D) Eastward regular trains and westward Western Pacific first-class trains will register by ticket at Weso. Other trains will not register.

Operator Weso will enter on register information furnished by register ticket and will transmit only the registration of Southern Pacific eastward first-class trains to Western Pacific operator at Winnemucca, who will enter same on register.

Eastward Western Pacific first-class trains and Eastward Southern Pacific first-class trains leaving Carlin will register by ticket at Western Pacific Carlin and operator will enter same on joint register at Southern Pacific Station Carlin; other eastward Southern Pacific trains will register on joint register at Southern Pacific Station Carlin. A first-class eastward train which does not reach East Carlin within 15 minutes from its leaving time as registered, will run expecting to find a train running ahead, East Carlin to Elko.

Eastward Southern Pacific first-class trains may register by ticket at Elko. Eastward Southern Pacific second-class and extra trains will not register at Elko. Last paragraph Rule 96 will not apply when sections of second-class trains are created at Western Pacific Elko.

At Southern Pacific Elko only first class trains will register, and they will do so by ticket. During hours train-order office is closed Southern Pacific westward first-class trains will not stop to register. Registration of first-class trains will be transmitted to Western Pacific operator at Elko who will enter same on register. A first-class westward train which does not reach West Elko within 15 minutes from its leaving time as registered at Southern Pacific Elko, will run expecting to find train running ahead, West Elko to Carlin.

All eastward Southern Pacific trains and westward regular Southern Pacific and Western Pacific trains will register at Alazon by ticket.

(E) Rule 83 will not apply at Weso, Carlin and Elko as between trains of the same class.

(F) SP Rules 82(A) and 83, WP Rules 83, 83(D) and 206(A). Will not apply to Southern Pacific trains at Western Pacific Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule 83 (B).

(G) Rule 83 (B). When an eastward schedule or section is checked on register at Imlay or Western Pacific Winnemucca, or after having been passed between Imlay and Weso by a regular train, it will not be necessary to check register at Weso against the same train.

When an eastward schedule or section is checked on register at Carlin by a Southern Pacific train, or at Elko by a Western Pacific train, or after having been passed between Carlin and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(H) Rule 96. Sections of regular trains may be created Weso to West Carlin or Carlin on Western Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Carlin to work extras and westward extras on Western Pacific tracks. Such trains must not leave Western Pacific Carlin until it has been ascertained whether all regular trains due have arrived or left.

(I) SP Rule 82(A), WP Rules 83(D) and 206(A). A clearance authorizing an eastward Southern Pacific regular train at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(J) When trains on which crew changes are made on Western Pacific track at Carlin are departing, they must move with caution not exceeding 12 miles an hour until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

(K) Southern Pacific Rule 21 (D) will not apply to Southern Pacific and Western Pacific engines on Southern Pacific track between Alazon and Weso.

(L) Rule 83 (B). When a westward schedule or section is checked on register at Wendover by a Western Pacific train, or after having been passed between Wendover and Alazon by a regular train, it will not be necessary to check register at Alazon against the same train.

(M) SP Rule 82(A), WP Rules 83(D) and 206(A). A clearance authorizing a westward Western Pacific first-class train at Alazon will authorize such first-class train Alazon to Carlin. A clearance authorizing a westward Western Pacific second or third-class train at Alazon will apply only to Elko where another clearance must be obtained authorizing such train Elko to Carlin.

(N) Rule 96. Sections of second and inferior class trains may be created Alazon to Elko on Southern Pacific tracks.

Second paragraph of Rule 83 (B) will not apply at Elko to work extras and eastward extras on Southern Pacific tracks. Such trains must not leave Elko until it has been ascertained whether second and inferior class trains due have arrived or left.

(O) Third paragraph of Southern Pacific Rule 220 will apply to westward Western Pacific first-class trains at Southern Pacific Elko.

(P) West Carlin. Main track detour switch, M. P. 643.4, interlocked.

Interlocking limits—Extend from Signal 6434SA, located 100 feet west of remote controlled switch, to dwarf interlocking signal located 350 feet east on main track, governing westward movements on main track, and to dwarf interlocking signal located 350 feet east on detour, governing westward movements to main track.

If signals indicate "stop", be governed by Rule 663 (b), except that eastward trains continuing movement on main track may flag through interlocking limits after stopping and must observe Rule 509, applicable to double track, beyond interlocking limits. If route is not properly lined, call signal operator and crank switch only when authorized by him.

Telephone, crank and instructions are in box on post opposite switch.

When train has been stopped by these signals, before flagging over switch, trainman must see that switch Lock Indicator located on post opposite switch indicates "locked" before signaling train to come ahead. When it indicates "unlocked", call signal operator for instructions before proceeding, as points may jar open if movement is made when indicator shows "unlocked."

West Carlin Detour extends from remote-controlled switch on Western Pacific main track at West Carlin to connection with Southern Pacific main track at west end of Carlin Yard.

(Q) East Carlin. Detour extends from east ice house lead on Southern Pacific to East Carlin on Western Pacific.

Spring switch at junction is normally lined for Western Pacific main track. Westward trains or engines must stop and examine switch points before moving over this switch.

Signal 6458 on East Carlin detour, 700 feet west of spring switch; normal position "stop"; approach clearing circuit extends 1000 feet west of Signal 6458 and is indicated by block signal limit sign located on south side of track. Eastward trains from Southern Pacific yard must not enter approach clearing circuit until first-class trains on Western Pacific track have passed East Carlin.

Trains or engines moving over east detour at Carlin onto Western Pacific main track which find Signal 6458 in stop position, after stopping and before proceeding, must provide flag protection against eastward train on Western Pacific main track. If eastward train is seen or known to be approaching, train on detour must not foul Western Pacific main track until approaching train has passed or comes to a stop.

(R) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over remote controlled switch West Carlin and spring switch East Carlin.

(S) Eastward Southern Pacific freight trains and other trains when so directed, also engines moving between Western Pacific and Southern Pacific yards, will use East and/or West Carlin detours.

(T) Crossover, Third Street, Western Pacific Elko Yard.

Switch indicator located at inside switch. In connection with Rule 512, before starting crossover movement trainmen will note switch indicator signal and if block is not occupied, switches may then be lined for crossover movement provided train which is to use crossover is ready for movement. When switch indicator signal indicates "block occupied" switches must not be lined for crossover movement until approaching train has passed, or stopped clear of crossover. This in no way relieves trains approaching on main track from complying with Rule 93.

Dwarf signal governing westward movements, located between main track and siding, in service at M. P. 665.5. This is two-position color-light type, approach lighted; indications yellow "proceed with caution" and red "stop". Approach lighting circuit starts 300 ft. east of Signal 665.5. When signal indicates stop, if view is clear and no eastward train can be seen approaching, westward engines or trains, after stopping, may proceed through Third Street crossover on to siding.

(U) Elko. East detour extends from south siding of Southern Pacific to Western Pacific freight yard.

(V) West Elko. Detour extends from Western Pacific freight yard to West Elko on Southern Pacific.

Spring switch at junction is normally lined for Southern Pacific main track. Eastward trains or engines must stop and examine switch points before moving over this switch.

Trains or engines moving over west detour at Elko onto Southern Pacific main track which find Signal 5545 in stop position, after stopping and before proceeding, must provide flag protection against westward train on Southern Pacific main track. If westward train is seen or known to be approaching, train on detour must not foul Southern Pacific main track until approaching train has passed or come to a stop.

(W) Rule 667: In addition, running switches must not be made, injectors used nor boosters started passing over spring switch West Elko.

(X) Westward Western Pacific freight trains and engines and other trains when so directed, also engines moving between Southern Pacific and Western Pacific yards, will use East and/or West Elko detours.

(Y) Western Pacific and Southern Pacific main track connections, Weso, West Carlin and Alazon, interlocked.

Alazon

West limits: Signal 7136SA on Western Pacific track and a point on Southern Pacific track opposite W. P. Signal 7136SA.

East limits: Signal 7137SA on Western Pacific track and Signal 6035SA on westward Southern Pacific track and a point opposite Signal 6035SA on eastward Southern Pacific track.

East switch Alazon siding not interlocked.

At Alazon, trains or engines desiring to enter interlocking limits when no signal provided to govern the movement, including movement to main track from east switch of siding, must first receive authority from signal operator.

ENGINE WHISTLE ROUTE SIGNALS

WESO

Eastward—From W. P. or S. P.
To WP (Upper arm) o — —
To SP (Lower arm) o — o

Westward—From S. P.
To SP (Upper arm) o — o
To WP (Lower arm) o — —

Westward—From W. P.
To SP (Dwarf signal) o — o
To WP (Dwarf signal) o — —

WEST CARLIN

Eastward
To Main Track (Arm Signal) o — —
To Detour (Light Signal) o — o. Red, "stop"
Yellow, "proceed with caution."

CARLIN

Westward
Approaching east end yard S. P. freight trains o — o
W. P. Trains . . . . . — o

ALAZON

Eastward
To WP (Upper arm) o — —
To SP (Lower arm) o — o

Westward—From S. P. or W. P.
To SP o — o
To WP o — —

When train has been given interlocking signal and does not wish to use route, give o o — o o sounds of whistle for information of signal operator.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Delleker, M.P. 320 (FRLCO. Yard)	Mikado or heavier	Beyond frog
*Portola, Scale Track	All Engines	On Track Scale live rail
" " "	Mikado or heavier	On Track Scale dead rail
Loyalton Branch	"	Entire branch
Reno Branch	"	From 200 feet beyond east Wye switch Reno Junction to Reno
*Reno, Track Scales	All Engines	On live rail
Doyle Pit, M.P. 364.15	"	Beyond 200 feet east of frog
Flanigan Pit	"	Beyond 500 feet east of frog
Gerlach, Standard Oil Spur	All Engines	Beyond frog
Winnemucca, Gravel Pit Spur	Mikado or heavier	Beyond frog
PAIRED TRACK		
Ellison, Spur off siding	Mikado or heavier	Beyond 500 feet west of frog
Palisade, Ore Transfer Track	All Engines	Beyond frog, either end
Elko, Coal Chute High-line	Mikado or heavier	On Trestle
Richfield Spur (off east detour)	"	Beyond frog
Shell and Texaco Spur (11th St.)	Mikado or heavier and WP, MTP Engs	Beyond frog
Elburz, Spur off siding	Mikado or heavier	Beyond 200 feet west of frog
Deeth, Stock Track	"	Beyond frog
Hogan, Ore Spur off siding	All Engines	Under overhead ore chute
Silver Zone	Mallet	Beyond frog, on spur.
Wendover, Coal Chute High-line	Mikado or heavier	On Trestle
Silsbee	"	Beyond Frog.
Salduro	"	Beyond Frog, Hiline spur.
Timpie Quarry, M.P. 886.7	Mikado or heavier	Beyond second switch south of Highway crossing on either right or left tracks
Ellerbeck Branch	"	On or East of Wye at Flux
Tooele Branch	"	On Wye at Warner
Saltus	All Engines	Beyond frog of switch to Royal Salt Co. R.R.
Salt Lake City,		
Fisher Brewery Spur	Mikado or heavier	Beyond frog
Redman Spur	"	"
Roper Yard	All Engines	Track 21, over scales

*Live rail is weighing rail.

TONNAGE RATING

Engine Class	1st Sub-div.	2nd Sub-div.	3rd Sub-div.		4th Sub-div.	Reno Branch	Loyal-ton Branch	Tooele Branch
Eastward								
TP-29...	1170	1950	975		1100	650	1950	420
MTP-44.	2200	4000	1750		2000	....	....	....
C-43.....	1800	3600	1500		1700	1100	3000	650
MK-60...	2600	5000	2250		2600	....	....	975
MK-60-71	2850	5000	....		....	....	....	....
M-100...	....	....	3500		4000	....	....	....
D-225....	4750	6000	4500		5000	....	....	....
			Wendover to Shafter	Shafter to Hogan				
Westward								
TP-29...	1040	1950	780	930	1100	420	1950	1950
MTP-44.	1850	4000	1350	1620	1850	....	....	....
C-43.....	1600	3600	1150	1380	1600	650	3000	3000
MK-60...	2200	5000	1750	2100	2400	....	....	5000
MK-60-71	2450	5000	....	....	....	....	....	....
M-100...	....	....	2850	3300	3800	....	....	....
D-225....	4500	6500	4250	4500	4750	....	....	....

C&NW engines 2449, 2473 rating 25% greater than Class C-43 engine.

DM&IR engines 506, 514, 515 rating 20% greater than Class MK-60 engine.

To determine tonnage for helper trains, 1st, 3rd and 4th Subdivisions and Branches, add together tonnage rating for class of engines furnished.

Add five tons friction for each car over 30 cars.

Tonnage rating based on maximum grade each Subdivision; between points where grades are less than maximum, greater tonnage can be handled.

SPEED RESTRICTIONS—STREAMLINE TRAINS

Maximum Speed—Diesel powered streamline trains:

Weso to M.P. 544.2 (East of Bliss).....80 MPH
M.P. 544.2 to M.P. 602.95 (East of Kampos).....90 MPH
M.P. 602.95 to M.P. 694.1 (East of Halleck).....80 MPH
M.P. 694.1 to Alazon.....90 MPH

except between Cluro and Mile Post 638; between Mile Post 648.0 and Mile Post 651.0; and between Mile Post 673 and Mile Post 681, steam train speeds apply.

When handled by steam power, will be governed by speed restrictions applying to steam trains.

MAXIMUM SPEEDS—MISCELLANEOUS

FREIGHT ENGINES HANDLING PASSENGER TRAINS:

Western Pacific (Class)		Southern Pacific (Class)	
D-225, Nos. 901, 902, 903	60 MPH	MK-5, MK-6, Nos. 3241 to 3277 inc.	50 MPH
C-43, Nos. 1 to 65 inc.	50 MPH	"F," Nos. 3600 to 3700 inc.	45 MPH
MK-60, Nos. 301 to 321 inc.	50 MPH	All others	40 MPH
MK-60-71, Nos. 322 to 336 inc.	50 MPH		
M-100, Nos. 401 to 407 inc.	50 MPH		
All others	40 MPH		

LIGHT ENGINES RUNNING FORWARD:

Western Pacific engines be governed by speed provided for freight trains. Southern Pacific engines be governed by following table:

S-SE Class	E, P, A, MT 1, 2, 3, 4, 5 GS 1	T 26, 32, 37, 40	M, T-1, 2, 8, 9, 23, 28, 31, 36, 37, 57, 58 C 2 - 10 Incl. C 18- 29 Incl. MK 5, 6, 7, 8, 9 F 1, 3, 4, 5, 6 SP 1, 2, 3	C 12, 15, 17 TW, MK 2, 4, 10 MC 2, 4, 6 AC 1, 2, 3 AC 4, 5, 6 MM 2, AM 2
20 MPH	45 MPH	40 MPH	35 MPH	30 MPH

Engines backing will not exceed twenty (20) miles an hour on straight track. On curves and where track conditions are unfavorable, speed must be reduced still further to that consistent with safety.

Trains handling steam derricks, steam shovels, cranes, rotary plows or pile drivers, twenty-five (25) miles an hour.

Over all turnouts and crossovers, except as provided for at Weso, West and East Carlin and Alazon, ten (10) miles an hour.

Engines moving over N. N. Railway main track to make delivery or pick-up on joint tracks in N. N. Railway Yard, Shafter, fifteen (15) miles an hour.

SPEED RESTRICTIONS—STEAM TRAINS

Speed restrictions in miles an hour will apply as follows:

Page	BETWEEN	Passenger Maximum	Passenger Restriction	Freight Maximum	Freight Restriction
2	Portola and M.P. 324.1	50	..	35	..
	M.P. 323.5 On curve	..	35	..	25
	Doubleheading over Bridge 324.08	..	..	..	25
	M.P. 324.1 and Signal 3402	60	..	40	..
	Doubleheading over Bridge 324.66 and Bridge 326.61	..	..	..	25
	Loyalton Branch Crossing	..	20	..	20
	Signal 3402 and Signal 3415	40	..	20	..
	Signal 3415 and M.P. 347.5	50	..	35	..
	M.P. 347.5 and M.P. 348.5 (Sharp reverse curves)	40	..	25	..
	M.P. 348.5 and Red Rock	50	..	35	..
	Red Rock and M.P. 391.0	60	..	40	..
	M.P. 370 and M.P. 373	..	30	..	20
	Through Automatic Interlocker M.P. 384.3	..	20	..	20
	M.P. 390.8 On curve	..	40	..	25
	M.P. 391.0 and M.P. 398.5	45	..	25	..
	M.P. 398.5 and Antelope	60	..	40	..
	Antelope and M.P. 496.0	50	..	30	..
	M.P. 493.9 and M.P. 494.6 On curves	..	40	..	25
	M.P. 496.0 and M.P. 504.0	60	..	40	..
	M.P. 504.0 and Winnemucca	50	..	35	..
3	Winnemucca and Cluro	70	..	40	..
	Using turnouts Weso	..	20	..	20
	Cluro and M.P. 638.0	50	..	35	..
	Through Tunnel 38 and over Bridge 628.89	..	45	..	35
	East end Tunnel 39 On curve	..	45	..	35
	M.P. 638.0 and M.P. 648.0	65	..	40	..
	Using turnouts West and East Carlin	..	15	..	15
	M.P. 648.0 and M.P. 651.0	50	..	35	..
	M.P. 651.0 and Elko	65	..	40	..
	M.P. 664.5 and M.P. 666.1 (Elko Yard)	..	35	..	..
4	Elko and M.P. 673.0	65	..	40	..
	M.P. 673.0 and M.P. 681.0	50	..	35	..
	M.P. 681.0 and Alazon	65	..	40	..
	Using turnouts Alazon	..	20	..	20
	Alazon and Signal 7536	60	..	40	..
	M.P. 749.7 On curve	..	50	..	35
	Signal 7536 and Signal 7555	40	..	20	..
	Signal 7555 and M.P. 775.0	60	..	40	..
	M.P. 758.4 On curve	..	50	..	35
	Nevada Northern R. R. Crossing	..	20	..	20
	M.P. 775.0 and M.P. 782.0	50	..	25	..
	M.P. 776.5 and M.P. 778.0 (Sharp curves)	..	35	..	20
	M.P. 779.0 On Arnold Loop	..	30	..	20
	M.P. 782.0 and M.P. 785.0	30	..	20	..
	M.P. 785.0 and Wendover	60	..	40	..
	M.P. 786.2 On curve	..	50	..	35
	M.P. 795.4 and M.P. 796.4 On curves	..	50	..	35
	East of Ola, First curve	..	40	..	25
5	Wendover and M.P. 926.0	60	..	40	..
	M.P. 867.5 and M.P. 868.5 On curves	..	50	..	35
	M.P. 878.8 On curve	..	50	..	35
	M.P. 912.1 Over B & G Crossing	..	35	..	25
	M.P. 926.0 and Salt Lake	20	..	20	..
6	Loyalton Branch	..	..	15	..
	Reno Branch	25	..	20	..
	Ellerbeck Branch	..	..	15	..
	Tooele Branch	..	..	20	..

RAILROAD SURGEONS

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Dr. W. B. McKnight	Division Surgeon	Portola, Calif.
Dr. R. D. Loewenberg	Asst. Division Surgeon	Portola, Calif.
Dr. Virginia Wright	Asst. Division Surgeon	Portola, Calif.
Dr. A. J. Hood	Division Surgeon	Elko, Nevada
Dr. R. P. Roantree	Assistant Division Surgeon	Elko, Nevada
Dr. Chas. E. Secor	Local Surgeon	Elko, Nevada
Dr. D. B. Wilsey	Assistant Local Surgeon	Elko, Nevada
Dr. C. W. West	Local Surgeon	Reno, Nevada
Dr. Louis E. Lombardi	Asst. Local Surgeon	Reno, Nevada
Dr. Earle Creveling	Oculist and Aurist	Reno, Nevada
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Dr. K. L. Hartoch	Local Surgeon	Winnemucca, Nevada
Dr. C. W. Eastman	Local Surgeon	Carlin, Nevada
Dr. A. C. Olmsted	Local Surgeon	Wells, Nevada
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Dr. F. D. Spencer	Assistant Local Surgeon	Salt Lake City, Utah
Dr. F. R. Slopanskey	Oculist and Aurist	Salt Lake City, Utah
Dr. E. B. Fairbanks	Oculist and Aurist	Salt Lake City, Utah

WATCH INSPECTORS

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R. Herz & Bros.	Reno, Nevada
Krenkel & Bosch	Winnemucca, Nevada
L. J. Wintermantel	Elko, Nevada
W. N. Blohm	Elko, Nevada
H. B. Miller, 460 West Second South Street	Salt Lake City, Utah

CHIEF TRAIN DISPATCHER

A. P. MICHELSON.....Elko, Nevada

NIGHT CHIEF TRAIN DISPATCHERS

H. M. YOE.....Elko, Nevada
E. J. MATTINGLY.....Elko, Nevada

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W. G. HOWELL.....Portola, Calif.

ASSISTANT TRAINMASTERS

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H. L. McGLOTHLEN.....Wendover, Utah

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F. H. LONG.....Elko, Nev.
P. H. JENNER.....Portola, Calif.
R. B. GORHAM.....Salt Lake City, Utah